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Hongkong Daily Press.

ESTABLISHED 1857.

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RUM
\$9.50 PER DOZEN.
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12, Queen's Road Central.

No. 14,634 號肆十三百陸千四萬一第 日七廿月正年壹十三緒光 HONGKONG, FRIDAY, MARCH 3RD, 1905. 伍拜禮 號三月三年五零百九千一英港香 PRICE, \$3 PER MONTH.

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PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
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SHEWAN, TOMES & CO.,
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Hongkong, 1st March, 1905.

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TRAMWAYS.

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the Fares will be as follows—

KENNEDY TOWN to POST OFFICE

First Class ... 10 cents

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The previous Table of Fares is hereby

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Pending the arrival of new Tickets the

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General Manager.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 30th January, 1905.

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Hongkong, 4th February, 1905.

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Cool Rooms, Comfort of Residents, and the

Cuisine a specialty.

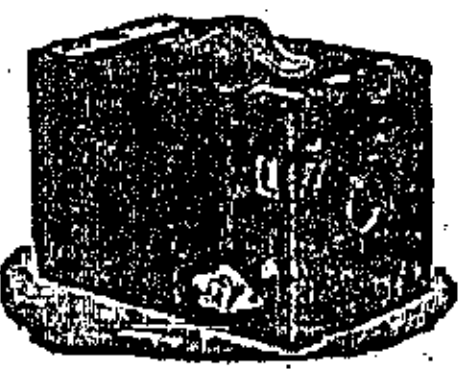
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THE MANAGER.

Hongkong, 7th October, 1904.

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PHOTO GOODS STORE,
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(Same Premises as Messrs. Ah Chee).
Hongkong, 15th August, 1904.

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APPLY TO—
WATKINS LIMITED,
CHEMISTS AND PERFUMERS,
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Telephone 344.

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ABSOLUTE PURITY can only be obtained by Distillation. Avoid
Typhoid, Cholera and other ailments by Drinking
PURE WATER.
Only Pure Distilled Water is used in the Manufacture of the
AQUARIUS CO.'S WATERS.
"No Filter has ever been invented which can be relied upon to catch the
germs of Cholera; the real safeguard against danger of this kind is either to
drink no water at all or to drink only distilled water."—St. James' Gazette.

CALDBECK, MACGREGOR & CO.
15, Queen's Road,
Hongkong, 3rd March, 1905.

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WINE & SPIRIT MERCHANTS,
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LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
BRANDY * * * * \$22.50
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" * * * * 16.75
WHISKY, PALL MALL - 20.00
" JOHN WALKER - 12.50
" C. P. & CO.'S SPECIAL
BLEND - 10.50
PORT WINE, INVALIDS - 20.00
" DOURO - 13.75
SHERRY, AMOROSO - 20.00
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SIEMSEN & CO.
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NOW SHOWING
NEW STYLES IN GENTLEMEN'S
RAIN COATS.
UMBRELLAS. FELT HATS.
DRESSING GOWNS.
TRAVELLING RUGS.

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23 and 25, QUEEN'S ROAD.

Through Town and Jungle, by W. H. ... \$17.00
The Downfall of Russia, by Hugo Ganz ... 1.75
Lover Mary, by Author of Mrs. Wiggs ... 1.75
Aunt Hilda, by Macgowan ... 1.75
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12 Photographs; Fine Edition in Case ... 10.00
Shakespeare's Works; 8 Volumes in Case ... 10.00
Leather Binding ... 1.00
Ships and Shipping; A Hand-Book of ... 3.50
Nautical Information, by Milne ... 3.00
Tennyson's Birthday Book; Leather ... 3.00
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A Common Sense Method of Double- ... 1.50
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FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS
OF EVERY DESCRIPTION.
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Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mameda, Mannoura, Onoura Otsuji,
Sasabara Teubakuro, Yoshinotani, Yoshio, Yunkobara, and other Coals.
S. MINAMI, Manager, Hongkong.

NOTICES OF FIRMS
NOTICE.
I HAVE This Day Established myself in
Canton as MERCHANT and COM-
MISSION AGENT under the style of J. F.
ECA DA SILVA & CO.
J. F. ECA DA SILVA.
Canton, 23rd February, 1905.

OSAKA SHOEN KAISHA.
IT IS HEREBY NOTIFIED that during
the undersigned's temporary absence from
this Colony, Mr. S. HIROI will have charge of
this Office.
T. ARIMA,
Manager.
Hongkong, 2nd Mar, 1905.

THE INTEREST and RESPONSIBI-
LITY of Mr. J. M. VIEIRA in the
Business carried on under the Style of
MOOSA E. VIEIRA & CO., Ceased on the
3rd February, 1905, and the said Business has
become the Sole Property of Messrs. E. E. and
MOOSA, and will continue to be Carried On
in the name of MOOSA E. VIEIRA & CO.,
as hitherto.
M. E. VIEIRA & CO.
Hongkong, 25th February, 1905.

MR. PAUL KUNZE and Mr. JULIUS
HELMES, have been Authorized to
Sign, each separately, our Firm in Canton per
Procuration.
EAST ASIATIC TRADING CO.
G. HARLING.
Hongkong, 1st March, 1905.

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

THE SWATOW GRASS CLOTH SILK
and DRAWN THREAD WORK
DEPARTMENT.
Wholesale and retail quotations, particulars
and samples, will be sent free on application to
the above depot.
Swatow, 3th June, 1904.

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FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES,
Acting Manager.

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PEAK HOTEL.
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903.

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A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty rooms. Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902.

MACAO
AND
CANTON
HOTELS.
A LITTLE CHANGE.
THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.
WM. FARMER,
Proprietor.

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(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong
One steamer (s.s. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER.

COLD STORAGE.
THE Hongkong Ice Company, Ltd.,
have now 40,000 Cubic feet of Cold
Storage available at East Point. Stores will
be Open at 10 a.m. and 4 p.m. daily, Sunday,
excepted to receive and deliver perishable goods
WM. PARLANE, Manager.
Hongkong, 18th November, 1901.

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LIMITED.

ESTABLISHED A.D. 1841.

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ALEXANDRA BUILDINGS.

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D'AUTRICHE-HONGRIE).

A GENUINE, HIGH CLASS WINE,

RECOMMENDED BY CONNOISSEURS.

DRY AND EXTRA DRY.

PER CASE ... 1 Dozen Quarts \$52.

" " " 2 Dozen Pints \$55.

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LIMITED.

ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous or signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press, Codes: A.B.C. 6th Ed.
Liber's
P.O. Box, 33. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MARCH 3RD, 1905.

The community is again disturbed over the rise in the price of butchers' meat. The compradores' price lists issued on the first of the month show an increase of two cents per pound in the price of beef and mutton. Enquiries as to the reason for the enhancement elicit the old familiar excuse that live stock is dearer. Five years ago the Government appointed a Commission to inquire into the rise in the price of food in the Colony. Valuable evidence was collected and a short report embodying some useful suggestions was submitted by the Commission to the Government. It is interesting now to recall some of the facts elicited at that inquiry. The Commission found that during the previous five years, i.e., from 1895 to 1900, the rise in wholesale and retail prices had been as follows:

ARTICLES.	WHOLESALE.	RETAIL.
Bread	per cent.	20 per cent.
Fish	13	50
Beef	33	33
Mutton	25	45
Eggs	40	80
Ducks	50	40
Potatoes	25	50
Firewood	90	95
Groundnut oil	110	100
Rice	33	33

Beyond natural fluctuations in supply and demand, the Commission found the main causes of this increase to have been: (a) Depreciation of silver; (b) increased cost of rice; (c) West River piracy; (d) increased rents; (e) enforcement of Sanitary laws.

All these may have been valid reasons in 1900. For the five years 1890-1894, the approximate average value of the dollar was a fraction over 2s. 9d.; in the succeeding five years it was a fraction over 2s. 0d. In the first five years of the present century

the average has been approximately 1s. 10d. But the revision of prices by the butchers has not been a quinquennial business. The present retail price of butchers' meat shows an increase of at least 50 per cent. since the year 1900. When the Commission took evidence in 1900 the price of beef was stated by one of the butchers in the Central Market to be "15 cents per pound for best beef; medium quality, 11 cents to 12 cents a pound; and the worst—soup meat—about 11 cents a pound." We now find the following prices quoted in a leading compradore's price list as from the 1st March, and these correspond with prices in the Central Market:—"Fillet of beef, 30 cents per pound; roasting beef, 20 cents; soup meat, 16 cents." The few particulars we have quoted as to the course of exchange show that a plea of "depreciation of silver" cannot be set against an increase in the price of beef in the last five years ranging from 50 per cent. for soup meat, to 100 per cent. for the best cuts. Neither can piracy in the West River be pleaded, nor we believe can any substantial rise in Market rentals, while the Commission regarded as a tax on food and recommended should be kept as low as possible.

The opinion is frequently expressed that a combination exists with the object of keeping up the price of meat, but the Commission five years ago found it difficult by means of direct evidence to prove it. Yet the evidence showed that practically the whole supply was in the hands of two men who acknowledged being supported by a syndicate and from whom other market butchers bought. There has been no change, we understand, in this respect since. The same monopoly exists and a small combination is able to regulate prices as it pleases. One of the witnesses who appeared before the Commission suggested the introduction of co-operative stores as a method of warfare against this "squeeze piggy" but the idea has never taken root in Hongkong. In Kobe some months ago the European community by way of protesting against an unwarrantable increase in the price of meat, held public meetings, boycotted the butchers, and started a "Meat Club." They are now able to buy meat at fair rates. If this example were followed in Hongkong, the householder would, we believe, benefit considerably. There is no scarcity of cattle on the mainland. Turning to the last annual report of the Colonial Veterinary Surgeon we find in the opening paragraph the statement that "there appears to be no difficulty in obtaining a regular supply of useful bullocks from the mainland," and the statistical returns show that there has been a large, steady, annual increase in the number of animals slaughtered in the Colony. In 1894 the cattle slaughtered numbered 16,898; in 1903 the number was 28,335—this percentage of increase being far larger than the growth in population. The returns of sheep and goats show the same proportionate increase, and we take this to prove that the supply of live stock on the mainland is fully equal to the demands of the Colony. We can see no justifiable reason for the increases which are constantly taking place in the price of food in Hongkong, and the time has fully arrived when resolute and effective action should be taken by the community to put an end to what looks very much like extortion on the part of the monopolist butchers.

A contractor for removing stones from above the Crown Foreshore at Fulsamun was fined \$30 at the Police Court yesterday.

Sir Edward A. Sassoon, M.P., is reported to have said that the most formidable competitors with whom we will have to reckon in the future in the Far East are our friends the Americans. He thought we had everything to expect from the growing influence of Japan in China.

The King has allowed Mr. James Duncan Campbell, C.M.G., Commissioner of Chinese Maritime Customs, to accept and wear the Division of the Imperial Chinese Order of the Double Dragon, conferred upon him by the Emperor of China.

We have received a sixth supplement to Mr. Arthur Chapman's Street Index. Since the first edition was published, divisions of lots and other alterations equal to 40 pages and affecting 1,650 items in the Index, have been rectified by supplements. The necessity for a second edition is apparent, and we are glad to see that one is forthcoming in August next.

The report is spread from Russian Government sources that in the last Japanese Budget a sum equal to 49,000,000 roubles was devoted to the purpose of paralysing Russia at the centre of her Government, and that this has been expended in financing the strike movement. The possession of this "war chest" by the strikers is declared to be clear, otherwise they would have been starved into submission already!

A wire-rope connected with a pile-driver working on the foundations of the new post office building broke yesterday afternoon, and a coolie was hit on the head. He died shortly afterwards.

During the present month Messrs E. R. Hallifax, H. H. J. Gompertz, C. Ma I. Messer, E. D. C. Wolfe and J. H. Kemp, all well known members of the Civil Service, will be leaving the Colony on leave for twelve months.

Last evening Mr. George Grimble lectured at the Union Church Literary Club on "Mendelssohn, his life and work." The lecture was illustrated by a musical programme in which Messrs F. Austen, E. Danenberg, Koenig and Barlow assisted. The chair was taken by Mr. A. Mackenzie.

Writing about native theatres in Shanghai, our contemporary says:—"Salaries of 'star' actors have risen phenomenally during the past four years, the best getting as much as from \$2,400 to \$3,000 per month, while a monthly wage of \$600 to \$800 a month, among the actors of the 'above average class,' as they are designated, is by no means infrequent in Shanghai. Before 1900, a five hundred dollar monthly salary was about the same of a star's ambition. Competition between the local native theatres has been the cause of this abnormal rise in salaries."

Writing to Paris from Hanoi, a French naval officer on the China Station says that both the Russian cruisers *Askold* and *Diana* could easily have put to sea again after their escape from Port Arthur. Their officers, however, were afraid to face the Japanese, and preferred to disarm. In spite of their fears, the Russian officers kept their heads for business. At Along Bay the *Diana* coaled from the local mines, and the officers cleared \$200 by the transaction by debiting the Government with \$2,400, when only \$1,600 was expended. These and other reports, concludes the writer of the letter, are causing the Russians and their Navy to be the subject of much gossip in Indo-China.

It is the custom when foreign political persons of note pass through Paris, if they stay in Paris on some public mission, for the Minister of Public Instruction to send them complimentary tickets for one of the three State theatres. The Minister has just sent the members of the English Commission tickets for the performance of the "Vaisseau Fantôme," or Phantom Ship, the "Flying Dutchman" of Wagner at the Grand Opera. The *Globe* does not know whether the Russian Commissioners have also received tickets for this most appropriate opera, but says the Minister of Public Instruction has committed a "gaffe" which has set all Paris laughing.

By kind permission of Major Radcliffe and officers, the Band of the 83rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner, this (Friday) evening:

March "The Belle of Bohemia" Orl Hano
Introduction. "3rd Act Lohengrin" Wagner
Selection "Three Little Maids" Rubens
Polka "Non Vivants" Godfrey
Selection "The Blue Danube" Strauss
Two Step "Jolly Negroes" Berger
Menuet "Hors d'œuvre—Sliced Beetroots—Tomatoes and Water Cress, Scotch Eggs on Toast—Soups—Ham and Chicken—oup, Green Peas and Custard. Fish—Bulled Fish and Egg Sauce. Kippers—Brisket of Pigeon Larded, Fillet of Beef Cutlet and Chopped Hot Sausages. Fats-de-frites—aspic. Joint—Roast Saddle of Beef, Roast Turkey, Cold York Ham. Curry—Curry Chicken Liver. Vegetables—Baked Potatoes, Mashed Potatoes, Beans, Stewed Turnips. Sweets—Preserved Ginger Pudding, Almond Macaroons, Iced Pudding, Finger Cakes. Fruits in Season, Tea and Coffee.

ALLEGED MURDER AND ARMED ROBBERY IN CHINA.

The hearing of the application by the Chinese Government for the extradition of Leung Tak alias Ta Fa Min on charges of murder and armed robbery was continued before Mr. H. H. J. Gompertz at the Police Court yesterday morning. As before, Mr. H. E. Pollock K.C., instructed by Mr. R. A. Harding, made the application on behalf of the Chinese Government, and Mr. C. Dixon (of Mr. Hastings' office), represented the prisoner.

Ling Sing was the first witness for the defence. He stated that on the date of the alleged robbery in Kwangtung the defendant was in Hongkong. He has kept a rest pig shop here for the last two or three years, and witness saw him every Sunday.

Wong Ng: I am employed by the defendant who resides at Third Street, West Point. I have been with him since 12th September last. I saw the defendant daily until the day of his arrest. If the defendant had gone away I should have known.

Cross-examined by Mr. Pollock:—I have never been away to a moon festival. I have twice seen defendant in his shop on the Praya. It is called the Sui Tai. Lo Sui Ting (whom Mr. Pollock produced as the real master of the shop) I do not know.

Hearing continues.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 2nd at 11.40 a.m. The barometer has risen considerably over Japan, fallen moderately on the E. coast of China.

The high pressure area is moving Eastwards and appears to be now central over N.E. China. Gradients are decreasing and the monsoon will probably moderate on the China coast and over the N. part of the China Sea.

Forecast:—Fresh N.E. to E. winds; overcast, some drizzling rain.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

THE SITUATION IN POLAND.

LONDON, 1st March.

The revolt in Poland is spreading and the situation is daily growing more alarming.

RESIGNATION OF LORD MILNER.

LONDON, 1st March.

Lord Milner G.C.M.G., has resigned the office of Governor of the Transvaal and Orange River Colony.

THE CHINESE ENGINEERING AND MINING CO.'S CASE.

LONDON, 1st March.

In the Chancery Division of the High Court of Justice judgment has been given against the English-Chinese Engineering and Mining Company, and the Company have been ordered to pay all the costs of the plaintiffs (His Excellency Chang Yen-mao and the Chinese Engineering and Mining Co., of Tientsin).

[REUTERS' SERVICE.]

A ROYAL VISIT TO THE FAR EAST.

LONDON, 28th February.

Prince Frederick Leopold of Prussia has started for the Far East via Genoa.

THE SITUATION IN RUSSIA.

LONDON, 28th February.

Roulet's Warsaw correspondent wires that the peasants in Poland, incited by the Socialists, are joining the strike movement. This is the most serious development at present, as seven-tenths of the population are pro-Soviet.

THE WAR.

[REUTERS' SERVICE.]

MORE PITIFUL ACCUSATIONS.

LONDON, 28th February.

Russia, in a Circular Note to the Powers, declares that the Japanese have violated China's neutrality by appearing in the rear of the Russian army to the west of the railway.

SALE OF RACE PONIES.

Messrs. Hughes and Hough's sale of ponies was continued yesterday, at Kennedy's Causeway Bay Repository. Several walters were put up for auction on account of the new rules confining polo matches to China ponies, but there was little or no bidding for them, and the reserve prices were seldom reached. Besides the ponies, several sets of harness were sold, and Mr. Dorahe secured a very handsome gig for \$350. Mr. J. J. Leiria, the Portuguese Vice-Consul, again bought several mounts for the Macao Police. Prices of ponies sold were as follows:—

Molady.—Mr. Leiria, \$110.
Pat.—Mr. Sincok, \$140.
Mich.—Mr. Sincok, \$210.
Ready.—Mr. Leiria, \$110.
Fife.—Mr. Forrest, \$160.
Treacle (Indian Country-bred).—Mr. Kernan, \$150.
China pony.—Mr. Leiria, \$105.
Sport Royal.—Mr. Johnston, \$300.
Rocky.—Mr. Kernan, \$100.
Nobby.—Mr. Kernan, \$120.
Little Momo.—Mr. Leiria, \$75.
Palace (Country-bred mare).—Mr. Leiria, \$165.
Auntie (water mare).—Mr. Atienza, \$120.
Nomination.—Mr. Rutherford, \$160.
Depression.—Mr. Stubb, \$165.
Exasperation.—Mr. Kernan, \$120.
Vetrek.—Mr. Leiria, \$40.
Havoc.—Mr. Leiria, \$55.
Oregon.—Mr. Leiria, \$55.
Once More.—Mr. Melcher, \$75.
Bankia Rose.—Mr. Kernan, \$75.
Mince Pie.—Mr. Abbott, \$140.
Town.—Mr. Leiria, \$105.
Bijou.—Mr. Hooper, \$160.
Titmouse.—Mr. Patell, \$135.
Pickaninny.—Mr. Atienza, \$140.
A Maula pony.—Mr. Melchers, \$100.
Astrae.—Mr. Tulloch, \$150.
A China pony.—Mr. Leiria, \$85.
Go Bang.—Mr. Kernan, \$130.
Zinfall.—Mr. Leiria, \$90.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Tourene*, with the next French mail, will leave Saigon to-day at 11 a.m., for this port.

The C.P.R. steamer *Empress of India* left Vancouver (B.C.) for Hongkong via usual ports of call on Wednesday, the 1st inst. at 2 p.m. The C.N. steamer *Chingta*, from Australian ports, left Manila on the 1st inst. at 5 p.m., and is due here on Saturday, the 4th inst. at daylight.

The H.A.L. steamer *Aubie*, from New York, left Manila for this port on the 1st inst. at noon, and may be expected here on the 4th inst.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the morning of the 2nd inst., and may be expected here on the 6th inst.

The N.D.L. steamer *Prinz Sigismund* left Kobe via Moji on Tuesday, and may be expected here on Monday, p.m.

The S.S. *Shimoda* arrived at New York on the 28th ult.

SUPREME COURT.

Thursday, 2nd March.

IN BANKRUPTCY.

BEFORE SIR H. S. BAKERLEY (CHIEF JUSTICE).

In the case of the Hang Sang Cheong firm ex parte the Hamburg America Linie, Mr. John Hastings appeared for the creditor. It was an adjourned application for adjudication. This was granted, Mr. G. H. Wakomna, the Official Receiver, being appointed trustee.

In the case of the Wing Chan Yung Kee firm ex parte Leung Tseung, an adjourned public examination, Mr. Almada e Castro appeared for the petitioning creditor, and Mr. P. W. Goldring (of Mr. G. K. Hall Bratton's office) for the debtor.

The managing partner of the insolvent firm was examined. He stated that the insolvent firm had carried on a compradore's business at No. 10, Pottinger Street. The present partners, all of whom had left Hongkong excepting himself, took over the business three or four years ago, paying \$4,000 for same. Witness was the largest shareholder, having three shares representing \$1,200. The partners were all out of work and had no money; while the firm's debts amounted to \$19,237. One of the firm's debtors owed them over \$11,000 which they were unable to recover. The firm gave credit to this person, who supplied provisions to men-of-war, but Indians now kept grocery-shops on board the ships and this took away all the business; and a younger brother of this debtor had absconded to Shanghai with three or four thousand dollars of his brother's money. Witness thought that three or four thousand dollars owing to the insolvent firm could be realized. The firm owed the Wing Chan \$1,000 and the Wing Chin \$2,400. These firms had nothing to do with the Wing Chan Yung Kee.

Mr. Almada e Castro rose to cross-examine the witness.

His Lordship:—You have no right to cross-examine; this is an examination by the Official Receiver.

Mr. Almada e Castro quoted section 17 subsection 2 of the local Bankruptcy Ordinance.

His Lordship:—Well go on.

Cross-examined, witness stated that Li Nam Chun was not his brother but a classmate. This man, who was a partner in the insolvent firm, some years ago owned steam launches and other property, but he had lost everything in business. The insolvent firm had had frequent dealings with Messrs. W. G. Humphreys and Company, and had been sued by them. To meet this claim they had transferred a debt owing to them by Messrs. Douglas and Company. That debt was not settled by Li Nam Chun.

His Lordship said that Mr. Almada e Castro had no right to cross-examine, though in England a solicitor authorised by a creditor could do so. Under the Hongkong Ordinance the creditor only was allowed to cross-examine personally.

Mr. Almada e Castro:—That has not been the practice, My Lord.

His Lordship:—For the guidance of solicitors, as it is stated that I am setting up a new practice in this respect, I say in my notes that Mr. Almada e Castro, as representing the creditor, at the conclusion of the examination by the Official Receiver, desires to question the debtor. I refuse to allow this to be done as Mr. Almada e Castro has not a creditor's right. In England a creditor's solicitor is allowed to cross-examine, because he is regarded as the representative of the creditor. In England a creditor may under the 17th section 4th subsection, authorize a representative in writing to question a debtor—such as in the case of Queen v. Registrar, 15th Queen's Bench Bankruptcy Division, page 84. But there is no provision under the local Bankruptcy Ordinance allowing solicitors as representatives of the creditor to question the debtor. The right is confined to the creditor himself. See the Bankruptcy Ordinance of 1891 section 17 subsection 2. The creditor's solicitor cannot therefore properly question a debtor, nor could perjury be assigned to any answers to such questions. One object of examination is that if the debtor speaks falsely he may be prosecuted, but of course perjury can only be assigned if he makes false answers to a person authorised. If unauthorised persons were allowed to put questions it is very doubtful if perjury could be assigned. I do not know why the Hongkong Ordinance departed from that at home which allows the representative of a creditor to cross-examine, but it has done so; and the Hongkong Ordinance was passed a year after the English Ordinance, and is practically a copy of it—but that particular provision is left out.

Mr. P. W. Goldring (of Mr. G. K. Hall Bratton's office) made an application, under section 33 subsection 2 of the Bankruptcy Ordinance, for payment of costs (\$60) in a priority case in which he had preserved certain property of the debtor. The application was filed on the 8th April 1904 but Mr. Bruce Shepherd, the Official Receiver, had not made a report on it.

The case was further adjourned for Mr. Bruce Shepherd's report.

In the case of Wong Nam Shun ex parte the debtor, public examination, Mr. Otto Kung Sing appeared for the debtor. In the first instance an application was made that a firm in which the applicant was a partner (The Wong Tai Wo, vermilion manufacturers, recently carrying on business at No. 384, Queen's Road West) be adjudged bankrupt; but now the applicant asked that he personally be adjudged a bankrupt. All the partners excepting the applicant had absconded. The liabilities of the firm amounted to \$32,754; and the applicant held an eighth share in the business. One of the creditors was Messrs. Sassoon and Company. The case was adjourned.

Mr. R. A. Harding made an application for a receiving order on behalf of the creditor in the case of the Li Hing Wing firm ex parte Fook Koo, the former having given notice that they had suspended payment of their liabilities. A receiving order was made, Mr. G. H. Wakomna, the Official Receiver, being appointed trustee.

THE DALLAS COMPANY.

"A COUNTRY GIRL."

The Dallas Company opened their season last evening when they staged "A Country Girl" before a very good house. Mr. Dallas, after an illness of two or three weeks, took the comedian part of Barry, to which he did complete justice. He sang "Mrs. Brown" in the second act, and, dressed as a lady, extracted a deal of fun out of the new style Empire gown. Mrs. Dallas as Mrs. Quinton Raikes, had a very small part, but theatregoers may look forward to see her as Madame Sanguine in "The Dutchess of Dantzic." Mr. Kaya, now to Hongkong, took the leading baritone part, and sang "The Sailor's Life" and "My Own Little Girl." Mr. Kaya was recently with the Carl Rosa Opera Company. Miss Rachel Kemp, another stranger, as the Country Girl was very good. She has a rich soprano voice, and sang "Johnny came from London town," "Mollie the Marchioness" and "Come down to Devonshire." Miss Kemp was formerly with the Wilson Barrett Company. Miss Quensie Strachan played the part of Marjorie Joy, singing "Hark to the sound of the Coo." She has a nice voice and is a very pretty girl. The part of Princess was taken by Miss Bel Luscombe. She sang "under the Deodar" nicely, but was slightly sharp. Mr. C. F. Coote played Rajah of Bhong. His "Pease, Pease," with topical verses on the Russo-Japanese War, and on the Fiscal Policy was a decided hit. Mr. Frank Cochrane, well-known here, was Sir Joseph Verity. He did not sing last night, but will take a more important part in "The Orchid." Mr. Edgar Ronalds played Douglas Verity (son of Sir Joseph). This is his first appearance in China. He will take important parts in "The Orchid" and in "The Girl from Kays"—the parts taken by Louis Bradfield in London. Mr. Edgar McIntyre, the new tenor, took the part of Lord Anchester. He was engaged specially for tenor parts in "The Cingales" and in "The Dutchess of Dantzic." An old far-aside here, Miss Violet Frampton did not appear in an important part last night, but will do so in "The Orchid" and in "The Girl from Kays." Mr. Jamie Dallas, whose forte is eccentric step-dancing, took the part of Granter Mummy. He had not an opportunity to display his dancing powers last evening, but will be more prominent in "The Cingales" and in "The Orchid." Last but not least must be mentioned the souschete of the Company, Miss Dolly Varley, who has taken the place of Miss Alice Wade. She is a clever little dancer; but it was a little hard to catch her words when she was singing. The stage manager is Mr. Percy Hady.

LLOYD'S UNDERWRITERS AND WAR RISKS.

The Times correspondent reported on January 25 that the Norwegian ship *Telus* had arrived at Vladivostok from Shanghai, whence she sailed on January 9, via La Perouse Straits. This makes the fifth arrival of steamers at Vladivostok within the past few days of which four were insured here—and they form a substantial set-off against the five seizures, of which so much has been heard.

So many unfavourable statements have appeared in various quarters concerning the actual and prospective losses of Lloyd's underwriters on war captures, and concerning the special sub-committee which has been formed to look after the interests of war risk underwriters, that it is desirable to set out those facts which have obtained. First, as regards losses. I have had before me actual representative accounts, which show that the war premiums taken during 1904 were larger than in previous years, and that, after meeting all losses through capture—which were very light—the surplus remaining for future claims was fully three-fourths of the premiums taken. Since the close of 1904 further war premiums on a hand-on scale have been received. If all the steamers, both from Europe and from the Pacific ports, which are now on their way to Vladivostok are captured—and this is most improbable—the war premiums in hand would be exhausted; but the utmost additional liability thrown on war risk underwriters would not exceed from £4,000 to £5,000 a annum. In most cases the individual liability would be much less than this. From these figures it will be obvious that, except as regards isolated and unimportant cases, the capture of all the steamers at present at sea would not cause a greater loss than could be met without embarrassment. No steps whatever have been taken to relieve war risk underwriters of their liabilities, nor are they likely to be taken. The worst that in all reasonable probability will happen is that these underwriters, instead of making a large profit, will realize no profit, or possibly make a small loss, on the war risk accounts.

Now as regards the special sub-committee which is looking after the interests of war risk underwriters. Some of the members have large interests, others comparatively small ones; they were chosen as being generally representative of this section of the insurance market. They represent Lloyd's underwriters, but they confer, to some extent, with underwriters of companies who also are interested. The sub-committee's main object is to minimize as far as possible the risk of further captures, by consulting with shipowners as to the best steps to be taken towards this end. This is a course of action solely dictated by business reasons, the risks of capture being now much greater than when the risks were placed. The sub-committee will also look after the interests of underwriters in the Japanese Prize-courts so far as concerns any vessels captured. Its members have nothing whatever to do with the settlement of claims, nor do they interfere in any way in the ordinary course of business which underwriters as individuals are in the habit of transacting. The sub-committee has only to deal with cases in which prompt and combined action is necessary.

A steamer is reported to have stranded at Vladivostok. From the description telegraphed, she is believed to be one of the vessels which are about due from the Pacific coast. This vessel is insured here against marine risks for £30,000, and the cargo also is insured.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.O., 5th Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

NATIVE TIMEKEEPER for H. M. Naval Yard.

Apply in writing to Secretary and Cashier, H. M. Naval Yard. Pay \$1.50 per day. Hongkong, 3rd March, 1905. [597]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that Messrs. LAUTS WEGENER & CO., Merchants of Victoria, in the Colony of Hongkong, have on the 30th day of January, 1905, applied for the registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK—

"The representation of a Girl sitting on a Swing"

in the names of JOHANN THEODOR LAUTS, FRANZ HEINRICH LUEDER, LAUSLOOP and JULIUS FOCKE, trading as LAUTS WEGENER & CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants from February, 1902, in respect of the following goods—

Cotton piece goods of all kinds in Class 24. The TRADE MARK is intended to be used by the applicants, forthwith, in respect of the following goods—

Clothes and stuffs of wool, worsted or hair in Class 34.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 2nd day of March, 1905.

LAUTS WEGENER & CO., Applicants.

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to sell by Public Auction,

TO-DAY (FRIDAY),

the 3rd MARCH, 1905, at 3 p.m., at their

SALES ROOMS, No. 8, Des Vaux Road

(Corner of Ice House Street),

A Great Variety of

MANILA CIGARS

of the Best and Well-known Brands.

TERMS—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 3rd March, 1905. [599]

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to sell by Public Auction,

on

TUESDAY,

the 7th MARCH, 1905, at 2 p.m., at the METRO-

POL HOTEL, Shekwan Road,

SUNDRY GOODS AND CHATELAINS,

belonging to J. CHRISTIE,

Company.

AND

ONE INDIAN PONY, TRAP and

HARNESS COMPLETE.

Catalogues may be had on application.

TERMS—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 3rd March, 1905. [600]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD,"

having arrived Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godown

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 7 o'clock

TO-NIGHT, the 1st inst.

No Claims will be admitted after the Goods

have left the Godown, and all Goods remaining

undelivered after the 7th inst., will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godown, where they will be

examined on Tuesday, the 7th inst., at

9.30 a.m.

All Claims must reach us before the 13th

inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

NORDEUTSCHER LLOYD,

MELCHERS & CO.,

Agents.

Hongkong, 1st March, 1905. [5]

FOR SALE.

BEST "HEMLOCK" CEMENT,

at Godown Wanchai, to arrive about 2nd

March, 15th June, 10th November. Breaking

Strain 550 lbs. per square inch.

A. H. RENNIE,

2, Charter Road.

Hongkong, 3rd March, 1905. [602]

DAVID CORSE & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPULING

ARNOLD, KARBEEG & CO.,

Sole Agents.

Hongkong, 3rd March, 1905. [602]

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NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPULING

ARNOLD, KARBEEG & CO.,

SHIPPING.

ARRIVALS.

ALBERTA, German str., 5,000, Sachs, 2nd March, Japan, 25th Feb., General—Hamburg—America Line.

ITONA, British str., 5,197, D. L. Neilson, K.N.R., 2nd March, Rangoon 18th Feb., Rice for Japan—Jardine, Matheson & Co.

KOHACHANG, German str., 1,392, C. Goswisch, 2nd March, Bangkok 22nd Feb., Rice and Timber—Butterfield & Swire.

KWONGSANG, British str., 2nd March, from Canton.

MATILDA, Norwegian str., 2,230, Harald Tharvig, 2nd March, Karatsu 25th Feb., Coal—Mitsui Bussan Kaisha.

MERCEDES, British str., 2,225, G. S. McGregor, 2nd March, Weihaiwei 25th February—Admiralty.

PETRAUCH, German str., 1,252, C. Ahrens, 2nd March, Saigon 25th Feb., Rice and General—Sandoz, Wieser & Co.

QUEEN CRISTINA, British str., 2,803, Breaka, 2nd March, Mororan 18th Feb., Coals—Doddwell & Co.

CLEARANCES.

AT THE HONGKONG MARINE OFFICE

2nd March.

Hatsumi, British str., for Swatow.

Kiungang, British str., for Swatow.

Nish, British str., for Kutchin.

DEPARTURES.

2nd March.

CHOWSA, German str., for Bangkok.

DERWENT, British str., for Saigon.

PORTORA, British str., for London.

HAIYAN, British str., for Coast Ports.

KOWLOON, German str., for Shanghai.

KWANGSANG, British str., for Shanghai.

PAK, Norwegian str., for Kobe.

PAIKI, British str., for Shanghai.

PROVIDENCE, Norwegian str., for Bangkok.

TONGS, Norwegian str., for Nagasaki.

YUENSANG, British str., for Manila.

VESSELS IN DOCK.

2nd March.

ARMED DOCKS.—Shantung.

ARMED DOCKS.—Empress of Japan, Seabreeze, Lian, Venus, Telar, Eva, H.M.S. Taku.

COSMOPOLITAN DOCK.—Goodwin.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN,"

Captain Robson, will be despatched for the above port TO-DAY, 3rd inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARLAK & CO.,

General Managers.

Hongkong, 1st March, 1905. [555]

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Ducknall Line Steamship

"BAROTSE,"

Captain Lee, will be despatched for the above ports TO-DAY, the 3rd March, at Noon.

For Freight, apply to

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 28th February, 1905. [569]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain C. H. Burch, will be despatched for the above ports on or about MONDAY, the 20th March.

This steamer has superior accommodation for passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 27th February, 1905. [556]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain R. F. Thomson, will be despatched as above on SUNDAY, the 5th March, at DAYLIGHT.

For Freight or Passage apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 28th February, 1905. [576]

FOR MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Ducknall Line Steamship

"BARALONG,"

Captain H. G. Roberts, will be despatched as above on MONDAY, the 6th March, at 4 P.M.

For Freight, apply to

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 28th February, 1905. [570]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE,"

will be despatched for the above ports on or about MONDAY, the 6th March.

For Freight or Passage, apply to

L. BRIDOU,

Acting Agent.

Hongkong, 28th February, 1905. [2]

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

JAPAN-CHINA-AUSTRALIA.

FOR BRISBANE, SYDNEY AND MELBOURNE VIA NEW GUINEA.

THE Steamship

"FRINZ SIGISMUND,"

Captain D. Leaz, will be ready to load for the above places on MONDAY, the 6th March.

This steamer is specially fitted for Passengers and is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewards are carried.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 21st February, 1905. [512]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Pier.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	BENGAL	Brit. str.	—	G. Philipps	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	JAPAN	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 15th inst.
AMSTERDAM, LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.	—	C. H. Burch	SHEWAN, TOMES & CO.	About 20th inst.
AMSTERDAM, LONDON & ANTWERP	SPENTON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
AMSTERDAM, LONDON & ANTWERP	MACHAON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
AMSTERDAM, LONDON & ANTWERP	KAISOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th April.
MARSEILLES, LONDON & ANTWERP, &c.	BALALONG	Brit. str.	—	H. G. Roberts	NIPPON YUSEN KAISHA	On 8th inst., at 4 P.M.
MARSEILLES, &c., via PORTS OF CALL	CALADONIN	Brit. str.	—	Gregory	MESSAGERIES MARITIMES	On 7th inst., at 1 P.M.
MARSEILLES, HAVRE & HAMBURG	RENNANIA	Ger. str.	k. w.	Behrens	HAMBURG-AMERIKA LINIE	On 18th inst.
BREMEN, via PORTS OF CALL	PRINCESS ALICE	Ger. str.	k. w.	P. Wettin	MELCHERS & CO.	On 15th inst., at Noon.
HAVRE, BREMEN & HAMBURG	SAMDA	Ger. str.	k. w.	Luning	HAMBURG-AMERIKA LINIE	On 9th inst.
HAVRE & HAMBURG	SHENIA	Ger. str.	k. w.	Kiesel	HAMBURG-AMERIKA LINIE	On 4th April.
HAVRE & HAMBURG	SHENIA	Ger. str.	k. w.	Bahr	HAMBURG-AMERIKA LINIE	On 18th April.
HAVRE & HAMBURG	SHENIA	Ger. str.	k. w.	Madsen	HAMBURG-AMERIKA LINIE	On 2nd May.
HAVRE & HAMBURG	SHENIA	Ger. str.	k. w.	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 16th May.
GENOA, MARSEILLES & LIVERPOOL	PALPOLOS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th inst.
GENOA, MARSEILLES & LIVERPOOL	ALCINOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th April.
ODESSA	ANDALUSIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 10th inst.
NEW YORK, via PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	—	DODWELL & CO. LD.	About 7th inst.
NEW YORK, via PORTS & SUEZ CANAL	SCHUYLKILL	Brit. str.	—	—	—	About 2nd April.
NEW YORK, via SUEZ	NUBIA	Brit. str.	—	Habl	—	On 9th April.
VANCOUVER, via SHANGHAI &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 8th inst., at Noon.
VANCOUVER, via SHANGHAI &c.	ATLANTIC	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 15th inst.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	ATLANTIC	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	ATLANTIC	Brit. str.	1 m.	—	DODWELL & CO. LIMITED.	On 15th inst.
SEATTLE, via SHANGHAI & JAPAN	ATLANTIC	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	About 16th inst.
PORTLAND, OREGON	ATLANTIC	Brit. str.	1 m.	—	PORTLAND & ASIATIC S.S. CO.	On 10th inst., at Daylight.
AUSTRALIAN PORTS	ATLANTIC	Brit. str.	1 m.	—	GIBB, LIVINGSTON & CO.	On 11th inst., at Noon.
BRISBANE, SYDNEY & MELBOURNE, &c.	ATLANTIC	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA, via SHANGHAI, MOI & KOB	ATLANTIC	Brit. str.	1 m.	—	MELCHERS & CO.	Quiet despatch.
NAGASAKI, MOI, KOB & YOKOHAMA	ATLANTIC	Brit. str.	1 m.	—	P. & O. S. N. Co.	On 6th inst., at Noon.
NEWCHWANG	ATLANTIC	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	To-day, at Noon.
CHEFOO & NEWCHWANG	ATLANTIC	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 8th inst.
SHANGHAI via SWATOW	ATLANTIC	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th inst.
SHANGHAI, KOBE & YOKOHAMA	ATLANTIC	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	To-day, at Noon.
SHANGHAI	ATLANTIC	Brit. str.	1 m.	—	MESSAGERIES MARITIMES	About 6th inst.
NINGPO & SHANGHAI	ATLANTIC	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 11th inst.
AMOI, STRAITS & RANGOON	ATLANTIC	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 8th inst.
TAMSUI, via SWATOW & AMOI	ATLANTIC	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 5th inst., at Daylight.
TAMSUI, via SWATOW & AMOI	ATLANTIC	Brit. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 5th inst., at Daylight.
TAMSUI, via SWATOW & AMOI	ATLANTIC	Brit. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 12th inst., at Daylight.
SWATOW	ATLANTIC	Brit. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 12th inst., at Daylight.
SWATOW, CHEFOO & TIENSIN	ATLANTIC	Brit. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 12th inst., at Daylight.
MANILA	ATLANTIC	Brit. str.	1 m.	—	DODWELL & CO. LD.	To-day, at 10 A.M.
MANILA	ATLANTIC	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
MANILA	ATLANTIC	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	To-morrow, at 10 A.M.
MANILA	ATLANTIC	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th inst.
MANILA	ATLANTIC	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 11th inst., at 10 A.M.
MANILA	ATLANTIC	Brit. str.	1 m.	—	DODWELL & CO. LD.	About 18th April.
MANILA	ATLANTIC	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th inst.
MANILA	ATLANTIC	Brit. str.	1 m.	—	JAVA-CHINA-JAPAN LINE	About 1st inst.
MANILA	ATLANTIC	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 7th inst., at 3 P.M.
MANILA	ATLANTIC	Brit. str.	1 m.	—	CARLOWITZ CO.	On 14th inst., at Noon.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

S.S. "INKUM"	Captain E. S. Pearce.
S.S. "SEALDA"	Captain Geo. Brown.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "SOFALA"	Captain G. A. Shepherd.
S.S. "INDRAVELLI"	Captain S. Collington.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKH"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "CATHARINE PARK"	Captain Copp.

For Freight, apply to

GIBB, LIVINGSTON & CO.,

AGENTS.

Hongkong, 10th February, 1905. [19]

GREAT NORTHERN STEAMSHIP COMPANY.

OPERATING IN CONJUNCTION WITH THE

NORTHERN PACIFIC AND GREAT NORTHERN RAILWAY

OF UNITED STATES, AMERICA.

FOR

SEATTLE.

VIA

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Magnificent New Twin-screw Steamship

"MINNESOTA."

Tons 20,718 Gross Reg. Capacity 28,000 Tons.

(J. H. RINDER, COMMANDER),

Will sail on or about

THURSDAY, 16th MARCH.

Conveying FREIGHT at through rates to INTERIOR POINTS U.S.A., NEW YORK

and CANADA, also PASSENGERS to the UNITED STATES, EUROPE, &c.

This Steamer is luxuriously fitted with spacious SUITES and STATE ROOMS, equipped

with LIBRARY, MUSIC, SMOKING ROOMS, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE and Valuable Cargo.

PARCELS carried at low rates to all points of U.S.A. in connection with the Northern

Pacific and Great Northern Express Companies.

For FREIGHT or PASSAGE, apply to

GEO. SUTHERLAND, NIPPON YUSEN KAISHA,

GENERAL TRAFFIC MANAGER. AGENTS.

Hongkong, 1st March, 1905. [589]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN

LONDON, OTTAWA, LONDON, LIVERPOOL, GLASGOW, THIRIST, GENOA, PORTS in the

LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATION.

SAILING DATE.

SAMBIA..... HAVRE, BREMEN and HAMBURG..... On 9th Mar. Freight.

• RHEINIA..... (Calling at Singapore, Penang and Colombo) On 18th Mar. Freight & Passengers.

• SUEVIA..... (Calling at Singapore, Penang and Colombo) On 4th April. Freight.

• SILEBIA..... HAVRE and HAMBURG..... On 18th April. Freight & Passengers.

• SLAVONIA..... (Calling at Singapore, Penang and Colombo) On 2nd May. Freight & Passengers.

• SEGOVIA..... HAVRE and HAMBURG..... On 16th May. Freight.

• ANDALUSIA..... (Calling at Singapore, Penang and Colombo) 10th Mar. Freight.

• NUBIA..... with transhipment at Singapore to call from Singapore about

with liberty to call at the Malabar coast

On 9th April. Freight.

• Special attention of intending Passengers is drawn to the splendid accommodation of these

steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT

SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,

PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON to LAND PASSENGERS

AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.

SAILING DATES.

1905

PRINZESS ALICE..... WEDNESDAY..... 15th March

PRINZ REGENT LUITPOLD..... WEDNESDAY..... 29th March

PRINZ HEINRICH..... WEDNESDAY..... 12th April

PRINZ EITEL FRIEDRICH..... WEDNESDAY..... 26th April

PREUSSEN..... WEDNESDAY..... 10th May

BAYERN..... WEDNESDAY..... 24th May

ZIETEN..... WEDNESDAY..... 7th June

SACHSEN..... WEDNESDAY..... 21st June

GNISENAU..... WEDNESDAY..... 5th July

SCHARNHORST..... WEDNESDAY..... 19th July

PREUSSEN..... WEDNESDAY..... 2nd August

PRINZ EITEL FRIEDRICH..... WEDNESDAY..... 16th August

ON WEDNESDAY, the 15th day of MARCH, 1905, at Noon, the Steamship

"PRINZESS ALICE," Captain P. Wettin, with MALES, PASSE

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND HUMBATA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ANTENOR"	On 5th March.	
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th March.	
GLASGOW and LIVERPOOL	"PYRRHUS"	On 10th March.	
GLASGOW and LIVERPOOL	"MACHAON"	On 13th March.	
GLASGOW and LIVERPOOL	"ALCINOUS"	On 21st March.	
GLASGOW and LIVERPOOL	"DANFA"	On 25th March.	
GLASGOW and LIVERPOOL	"KAISOW"	On 28th March.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 28th March.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.	
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 15th March.	
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.	
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 11th April.	
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.	
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"OANFA"	On 24th March.	

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th February, 1905.

[9-10]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SWATOW, CHEFOO and TIEN- TSIN	"CHIHLI"	On 4th March.	
CHEFOO and NEWCHWANG	"HANYANG"	On 6th March.	
MANILA	"TEAN"	On 7th March.	
NEWCHWANG	"CHANG"	On 8th March.	
KINGPO and SHANGHAI	"TAIWAN"	On 8th March.	
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIKENS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 14th March.	
CEBU and LOILO	"KAIFONG"	On 16th March.	

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A fully qualified
Sergeant in command.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th February, 1905.

[11]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE	REMARKS
YOKOHAMA via SHANGHAI	MANILA	Noon, 6th	March	Freight and Passage.
MOJI and KOBE	H.G.H. Lovell, R.M.S.	March		
(Passing through the Inland Sea)				
LONDON, &c.	BENGAL	Noon, 11th	March	See Special Advertisement.
	G. Phillips	March		
SHANGHAI	NURIA	About 11th	March	Freight and Passage.
	F.N. Tillard	March		
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN	About 15th	March	Freight and Passage.
	E.P. Martin, R.M.S.	March		

For further Particulars, apply to

A. HEWETT,
Superintendent.

Hongkong, 27th February, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
PLEIADES	3,753	F. G. Purington	Wednesday, March 15th
SHAWMUT	9,606	E. V. Roberts	Thursday, April 13th
TREMONT	9,606	T. W. Garlick	Saturday, May 6th
LYRA	4,417	G. V. Williams	Monday, May 15th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
TREMONT 9,606 tons. T. W. Garlick. About 18th April.
LYRA 4,417 tons. G. V. Williams. About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 20th February, 1905.

[7]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 8th Mar.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 15th Mar.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 29th Mar.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 19th April.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 26th April.

Hongkong to London, 1st Class, via St. Lawrence 200. via New York 232.
Intermediate on Steamers. }
and 1st Class Rail } 240. " " 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent
9, Prince Street

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SHANGHAI via SWATOW	"KWONGSANG" Fri.	3rd Mar., Noon.	
SINGAPORE, PENANG and CALCUTTA	"NAMSANG" Tues.	7th Mar., 3 P.M.	

These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 23th February, 1905.

[18]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI via INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR
OPERATING IN OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	TO SAIL AT DAYLIGHT ON
"ARAGONIA"	5,198	Schmidt	March 10th, 1905.
"NACOMIA"	4,371	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Brähler	April 20th, 1905.
"ARABIA"	4,483	Bahle	May 11th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 15th February, 1905.

[3]

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJANANAS	JAVA PORTS	First half of March	JAPAN via SHANGHAI	First half of March
TIJLATJAP	JAPAN	Second half of February	JAVA PORTS	Second half of February
TIJMAHI	JAPAN	First half of March	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor.
Hongkong, 3rd February, 1905.

Telephone No. 375.

[16]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.

PLY MOUT H. A. O. N. D. O. N.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL,
AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL"

Captain G. Phillips, carrying His
Majesty's Mail, will be despatched from this
for Bombay on SATURDAY, the 11th March,
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "Oceana," 6,610 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement), will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Persia," due in
London on the 22nd April, 1905.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th February, 1905.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with Indo-
China Steam Navigation Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars,
apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th March, 1905.

NOT RESPONSIBLE FOR DEBTS

NETHER the CAPTAIN, the AGENTS nor
the Owners will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during
the stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

MANUEL LAGUNA, American ship, D. C.
Nickels—ORDER.

SHIPPING IN PORT.

STEAMERS	
ANDRE RICKMERS, German str., 1,023, H. Kohne, 23th Feb., Bangkok 19th Feb., Rice and Wood.—Melchers & Co.	
AROUS, British str., 1,822, D. W. Wislop, 24th Feb., Singapore 18th Feb., Coal.—Dodwell & Co.	
B. BJORNESON, Norwegian str., 790, Larsen, 1st March, 1st March, 23th Feb., General.—Osaka Shosha Kaisha.	
BOURDON, French str., 997, Sisco, 27th Feb., Saigon 23rd Feb., Rice.—Chinosa.	
CARL MEZELL, German str., 984, G. Cornand, 18th February, Chefoo 13th Feb., General.—East Asiatic Trading Co.	
CATHERINE APOA, British str., 1,730, Stewart, 20th Feb., Calcutta 4th Feb., Penang 11th and Singapore 14th, General.—D. Sassoon & Co.	
CHITLI, British str., 1,143, Hooker, 28th Feb., from Cebu, General.—Butterfield & Swire.	
CHITVEN, Chinese str., 1,177, Stewart, 20th February, Shanghai 23rd Feb., General.—Chinosa.	
EGREMONT CASTLE, British str., 1,834, J. Mood, 10th Feb., Cardiff 17th Dec., Coal.—Bailey & Co.	
EMPEROR OF JAPAN, British str., 3,039, Hy. Pybus, 15th Feb., Vancouver 23rd Jan., Shanghai 12th Feb., Marseilles and General.—C. P. R. Co.	
EVA, German str., 2,081, Rotter, 26th Feb., Mororan 16th Feb.—Order.	
FOURST HALL, British str., 1,991, P. A. Logan, 14th Jan., New York 7th August, Rotterdam.—Standard Oil Co.	
FRANKLIN, British str., 1,121, W. C. Browne, 20th Feb., Cardiff 19th Feb., Coal.—Dodwell & Co.	
FRI, Norwegian str., 850, N. Andersen, 22nd Feb., Wakamatsu 15th February, Coal.—Aagaard, Thoresen & Co.	
GOODWIN, British str., 2,832, W. Nisbet, 22nd Feb., Moji 17th Feb., Coal.—Order.	
HAINYU, British str., 536, Robson, 1st March, Coast Ports 29th February, General.—Douglas Lepnik & Co.	
HANGANG, British str., 1,356, Wilde, 28th Feb., Shanghai 24th Feb. and Swatow 27th, General.—Jardine, Matheson & Co.	
HONGKONG, French str., 742, A. Suzzoni, 1st Mar., Haiphong and Ports 23th Feb., Rice and Fish.—A. R. Marty.	
ICHANG, British str., 1,228, Jones, 23rd Feb., Wuhu 17th Feb., Rice.—Butterfield & Swire.	
IKAL, British str., 3,490, Robertson, 10th Feb., Durban 17th January, Bullait.—Gibb, Livingston & Co.	
INDRAVILLI, British str., 3,125, S. Cullington, 28th Nov., Shanghai 24th Nov.—Jardine, Matheson & Co.	
KATHARINE PARK, British str., 3,075, W. H. Copp, 12th Jan., Saeshe (Japan) 5th Jan., Light.—Gibb, Livingston & Co.	
KREMER, British str., 5,727, R. Conrad, 28th Feb., America via Japan 26th Jan. and Moji 24th Feb., General and Government Stores.—Butterfield & Swire.	
KWONGSANG, British str., 1,428, W. P. Baker, 26th Feb., Shanghai 10th Feb. and Swatow 25th, General.—Jardine, Matheson & Co.	
LOTHIAN, British str., 3,711, J. C. Williamson, 12th Feb., Port Natal 15th Jan.—Dodwell & Co.	
MACQUARIE, British str., 2,440, St. John George, 14th Jan., Moji 19th Feb., Coal.—Gibb, Livingston & Co.	
NAMANG, British str., 2,391, G. Payne, 27th Feb., Calcutta via Rangoon 14th Feb., General.—Jardine, Matheson & Co.	
OSCAR II., Norwegian str., 2,000, R. Olsen, 16th Feb., put back, General.—M. B. Knisha.	
POLLUX, Norwegian str., 760, C. Lorenzen, Sourabaya 24th Jan., Sugar.—Chinosa.	
PROGRESS, German str., 682, F. Bremer, 21st February, Bombay 18th Feb. and Swatow 25th, General.—Gibb & Co.	
PROVIDENCE, Norwegian str., 693, C. Cornelius, 26th Feb., Bangkok 18th Feb., Rice.—North German Lloyd.	
QUINTA, German str., 967, F. Frabin, 26th Feb., Sourabaya 16th Feb., Sugar and General.—Siemssen & Co.	
RUTH, Norwegian str., 2,239, Thor. Helliesen, 27th Feb., Kuchinotani 22nd February, Coal.—Mitsui Bussan Kaisha.	
SAINT CUBBERT, British str., 3,168, John Lewis, 18th Feb., from Durban, Coals.—Dodwell & Co.	
St. Louis, French ship, 1,625, Mathis, 23rd Feb., New York 4th Nov., Oil.—Standard Oil Co.	
SAMERS, German str., 938, Rohwold, 28th Feb., Bangkok 21st Feb., Rice.—Melchers & Co.	
SARDINIA, British str., 2,768, Robertson, 12th Feb., Cardiff 26th Dec. and Colombo 27th Jan., Coal.—Dodwell & Co.	
SIGNAL, German str., 907, A. Bendixen, 25th Feb., Bangkok 18th Feb., Rice.—Jensen & Co.	
SIXER, British str., 3,216, Bowley James, 12th January, Durban 19th December.—Gibb, Livingston & Co.	
SKULD, Norwegian str., 947, Odd, 24th Feb., Cardiff 25th Dec. and Singapore 14th Feb., Coal.—Aagaard, Thoresen & Co.	
THEA, German str., 2,199, H. Fuld, 20th Feb., Moji 17th Feb., Coal.—Jensen & Co.	
THEMIS, Norwegian str., 1,209, Thomassen, 1st March, Kobe via Moji 22nd February, General.—Chinosa.	
TINGANG, British str., 1,045, D. H. Lawrence, 28th Feb., Wuhu 21st Feb., Rice.—Jardine, Matheson & Co.	
TIJANANAS, Dutch str., 2,475, P. Zwart, 24th February, Macassar 17th Feb., General.—Java-China-Japan Lijn.	
TWEEDDALE, British str., 2,374, T. Milne, 10th Feb., Rangoon 29th January, Rice.—Japansea.	
VEGA, Swedish str., 683, O. F. Bunson, 18th Feb., London 9th Feb., Coal.—Order.	
VENUS, American str., 614, Antonio de Arimides, 23rd Feb., Manila 18th Feb., General.—Barretto & Co.	

ZAFIRO, British str., 1,511, R. Rodger, 27th February, Manila 25th Feb., General.—Shewan, Thomas & Co.
ZOTOARTE, British str., 2,046, Evans, 1st Mar.—Moji 22nd Feb., Coal.—Bradley & Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Com. R. M. Harbord, Hongkong

Albion, battleship, 12,350 tons, 16 guns, Capt. Fremantle, Hongkong

A'cerine, sloop, in reserve, Hongkong

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., en route Hongkong

Andromeda, cruiser, 1,500 tons, Capt. Nelson Ommanney, Hongkong

Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain Lionel G. Tulne Hongkong

Bramble, gunboat, in reserve, Hongkong

Britonart, gunboat, in reserve, Hongkong

Centurion, battleship, 10,500 tons, Capt. Egen, Hongkong

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 h.p., Lieut-Comdr. Stevenson, Hongkong

Glory, battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Hon. W. G. Stopford, Hongkong

Handy, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., in reserve

Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut-Comdr. Richards, Hongkong

Hogue, cruiser, 12,000 tons, Captain Shortland, en route Weihaiwei

Humbar, storeship, 1,640 tons, Comdr. P. M. Rindore, Hongkong

Iphigenia, 2nd class cruiser, 3,600 tons, Capt. Fawcett, Hongkong

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 h.p., in reserve, Hongkong

Kinsha, river gunboat, 311 tons, Lieut-Comdr. E. V. P. B. Dugmore, on Yangtze

Moorhea, river gunboat, 180 tons, 2 guns, Lieut-Comdr. F. B. Noble, Hongkong

Ocean, battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Captain Great, C.M.G., Hongkong

Otter, torpedo-boat destroyer, 350 tons, in reserve

Phaon, sloop, in reserve, Hongkong

Ranbhar, surveying-ship, 385 tons, Comdr. Chas. E. Moore, Hongkong

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. Vaughan, West River

Rosario, sloop, in reserve, Hongkong

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. H. T. Atlay, West River

Sirius, 2nd class cruiser, 3,300 tons, Capt. C. H. H. Moore, Shanghai

Saipo, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. Ernest W. G. Davidson, on Yangtze

Sutlej, 1st class cruiser, 12,000 tons, 21,000 i.h.p., Capt. Wm. L. Grant, Hongkong

Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., Hongkong

Tamar, receiving ship, 4,300 tons, 6 guns, Commodore O. G. Dioken, at Hongkong

Teal, river gunboat, 180 tons, 2 guns, Lieut-Comdr. Secretan, on Yangtze

Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Singapore

Twoed, gunboat, in reserve, Hongkong

Vengeance, battleship, 12,950 tons, 12 guns, 13,500 i.h.p., Capt. L. C. Stuart, C.M.G., Hongkong

Virago, torpedo-boat destroyer, 360 tons, Lieut-Comdr. J. A. Grey, Hongkong

Waglan, river surveying-ship, 620 tons, 400 i.h.p., Comdr. E. C. Hardy, Hongkong

Whiting, torpedo-boat destroyer, 320 tons, 6 guns, 5,910 h.p., Lieut-Comdr. G. H. Holden, Hongkong

Wiven, coast defence ship, armoured, 2,570 tons, 1,900 h.p., in reserve, Hongkong

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut-Comdr. Hugh Souverelle, Yangtze

Woodard, gunboat, 150 tons, 2 guns, 550 h.p., Lieut-Comdr. J. F. Knox, on Yangtze

